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# THE COUNCIL OF CAMDEN



## CONTRIBUTIONS PLAN NO. 11 SMEATON GRANGE ROADWORKS

**This Plan was adopted by Council on 25 January 1999,  
and came into force on 3 February 1999**

**Prepared by: Strategic Planning Section  
File: TC/3464/2**



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## INTRODUCTION

Section 94 of the Environmental Planning and Assessment Act, 1979 (EP & A Act) (as amended) enables Council to levy contributions for public facilities and infrastructure required as a consequence of development. Contributions can only be levied under a Contributions Plan (CP) made in accordance with the Environmental, Planning and Assessment Regulation, 1994 (the Regulation).

The power to levy a contribution relies on there being a nexus between new development and the increased demand for facilities and infrastructure created by that development. This may be demonstrated through:

- Causal nexus (what);
- Physical nexus (where); and
- Temporal nexus (when).

Generally, contributions can be levied for:

- Capital costs (including land acquisition);
- Public facilities; and
- Public infrastructure.

Contributions can also be levied for:

- Road maintenance (wear and tear caused by new development);
- Costs of planning studies that result in the adoption of a CP; and
- Salary costs of s.94 staff where the costs are non-recurrent.

The contribution is imposed by way of a condition of development consent. The contribution may be a combination of some or all of the following:

- Land dedication;
- Monetary contribution; or
- Material public benefit (including works in kind).

The preparation of a CP and the levying of contributions under that Plan are discretionary powers of Council. It may decide not to prepare a CP but to fund works programs from other sources.

## **1 NAME OF THE PLAN**

This Plan has been prepared in accordance with the provisions of s.94 of the EP & A Act and Part 4 of the Regulation and may be referred to as Contributions Plan (CP) No. 11: Smeaton Grange Roadworks.

## **2 PURPOSE OF THE PLAN**

The purpose of this Plan is to provide a funding strategy to enable Council to levy contributions on new industrial subdivision or development within the Smeaton Grange industrial area in order to:

- Acquire land and construct the primary collector road system that links Narellan Road with Camden Valley Way;
- Acquire land and re-construct Smeaton Grange Road as the secondary collector road;
- Construct a roundabout at the intersection of Camden Valley Way and Anderson Road; and
- Provide supporting professional services.

## **3 OBJECTIVES OF THE PLAN**

The objectives of this Plan are to:

- Meet Council's obligations under the EP & A Act and the Regulation;
- Compliment the objectives of relevant Development Control Plans (DCP's);
- Provide formulas for the calculation and indexation of contribution rates;
- Indicate the method of payment and timing of contributions;
- Demonstrate the nexus between new subdivision and development and the need for roadworks in Smeaton Grange; and
- Provide a schedule of the required works and services with an estimate of their costs and staging.

## 4 AREA OF THE PLAN

The area of this Plan is shown in Figure 1.

It comprises an area of 258 hectares known as the Smeaton Grange industrial area, within which works under this CP will be carried out and for which nexus can reasonably be demonstrated.

The area of the Plan is divided into contributing and non-contributing areas.

Contributing areas are summarised in Figure 2. These represent land that is levied under this CP and are divided between land owned by the Business Land Group (BLG) and that owned by other private landholders.

Non-contributing areas are shown in Figure 3. These represent land not levied under this CP which is subject to:

- Trunk drainage channels;
- The collector road system;
- Local roads existing at time of gazettal of Camden Local Environmental Plan (LEP) No. 47 in 1990;
- The Turner Rd/Angus Rd link; and
- Special Use zones under Camden LEP No. 47.

## 5 RELATIONSHIP TO OTHER PLANS

### 5.1 Local Environmental Plans (LEP's)

The area of the CP is zoned under Camden LEP No. 47 as follows:

- 2(d) Residential (Urban Release);
- 4(a) General Industrial;
- 4(b) Service Industrial; and
- 5(a) Special Uses

The zones are shown in Figure 4.

The 2(d) zone is a comprehensive residential zone representing a small area located on the eastern boundary of the CP. It is occupied by the Hartley Rd section of the primary collector road system and some open space.

The majority of the area of the CP is zoned 4(a). This general industrial zone allows for the development of industry (other than offensive or hazardous) and bulk warehousing. It also allows ancillary uses such as shops and commercial premises.

The 4(b) zone is a service industrial zone representing an area adjacent to Turner Rd on the northern boundary of the CP, and an area in the south east of the CP adjacent to the 2(d) zone. The 4(b) zone allows the display and retailing of large-scale industrial goods and some ancillary or low volume service industrial activities.

The 5(a) zone identifies land that has been acquired or will be acquired by a public authority. Within the area of the CP, the special use zones are:

- Seminary;
- School;
- Drainage; and
- Sewer Pumping Station.

A copy of LEP No. 47 is available from Council's Offices.

## 5.2 Development Control Plans (DCP's)

### DCP No. 34

DCP No. 34 provides for the integration and coordination of major infrastructure and public utility works within Smeaton Grange. Among other things, it sets out development standards and/or locations for the following:

- The primary road pattern;
- The Camden Valley Way/Anderson Rd roundabout;
- The reconstruction and landscaping of Smeaton Grange Rd and its intersection with Camden Valley Way;
- Trunk drainage channels; and
- Special Use sites.

### DCP No. 86

DCP No. 86 provides strategies and standards for essential infrastructure within Currans Hill, a residential area immediately to the east of the area of this CP.

Specific to this CP, is clause 5.3.5 of the DCP, which states as an aim:

*"To provide alternative access to Currans Hill from Camden Valley Way via the proposed intersection (roundabout) at Anderson Rd and Camden Valley Way and then to Turner Rd, to enable the current below standard intersection at Camden Valley Way and Turner Rd to be closed."*

Short, medium and long term strategies for this closure are given in clause 6.8.3 of the DCP.

Copies of these DCP's are available from Council's offices.



### 5.3 Contributions Plans (CP's)

The area of this CP is also affected by a number of other CP's under which contributions are levied for other works and services. These CP's are:

- CP No. 1: S.94 Administration and Management;
- CP No. 3: Upper Narellan Creek Catchment (Trunk Drainage and Water Quality Facilities; and
- CP No. 8: Narellan Release Area (Primary and Secondary Roundabouts).

Copies of these CP's are available from Council's offices.

## 6 APPORTIONMENT OF COSTS

The area of the CP contributes fully to the cost of all items in the works schedule.

There is no apportionment of costs to other areas or to other developers outside the area of this CP.

## 7 CALCULATION OF CONTRIBUTION RATE

The contribution rate is shown in Figure 5.

Contributions will be levied in accordance with the following formula:

$$\text{Contribution Rate} = \frac{\text{Total Cost of the Works (from Figure 6)}}{\text{Total Contributing Area (from Figure 2)}}$$

The contribution rate is expressed in terms of dollars per hectare.

## 8 INDEXATION OF CONTRIBUTION RATE

It is necessary that contribution rates reflect the costs associated with the provision of the works.

Contribution rates will be indexed quarterly to the Roads and Traffic Authority (RTA) Road Cost Index under its category of "Development Sydney Operations - Road" in accordance with the following formula:

$$C_R = C_C \times \frac{RCI_2}{RCI_1}$$

Where:

- $C_R$  is the revised contribution rate required at the time of payment;  
 $C_C$  is the contribution rate indicated on the Development Consent;  
 $RCI_2$  is the Road Cost Index at the time of payment; and  
 $RCI_1$  is the Road Cost Index at the time of calculating  $C_C$ .

## 9 GOODS AND SERVICES TAX

In circumstances where the cost of providing the public amenities and services identified in this Plan is increased as a result of Council becoming obliged to pay Goods and Services Tax (GST) for the supply of those public amenities and services, the contribution rate payable under this Plan will be increased by an equivalent amount.

## 10 TYPES OF CONTRIBUTIONS

### 10.1 Monetary Contributions

When Development Consent is issued for a new subdivision or development, it will contain a condition indicating the monetary contribution payable, subject to indexation.

### 10.2 Land Contributions

Land contributions may be accepted in lieu of monetary contributions. The land must:

- Be included in the works schedule; and
- Have a value agreed to in writing between Council and the developer prior to transfer to Council.

The agreed value will be offset against contributions required under this CP. If no further land is to be developed and all contributions due by the developer have been paid, the agreed value will be reimbursed by Council.

Should the agreed value differ from the estimated cost in the works schedule, then the CP will be amended to incorporate the agreed value and the contribution rates adjusted accordingly.

### 10.3 Works in Kind Contributions

Works in kind contributions may be accepted in lieu of monetary contributions. The works in kind must:

- Be set out in an agreement in writing between Council and the developer prior to commencement;
- Be included in the works schedule;
- Have an agreed value with any variations approved by both parties;
- Be in accordance with agreed standards, specifications and programs for completion;
- Have an appropriate defects liability period; and
- Be subject to a bank guarantee.

The agreed value will be offset against contributions required under this CP. If no further land is to be developed and all contributions due by the developer have been paid, the agreed value will be reimbursed by Council.

Should the agreed value differ from the estimated cost in the works schedule, then the CP will be amended to incorporate the agreed value and the contribution rates adjusted accordingly.

Should the actual cost of the works differ from the agreed value, then neither Council nor the developer may claim credit or reimbursement for the difference.

## **11 TIMING OF PAYMENT**

Payment of monetary contributions will be made prior to the issue of a:

- Subdivision Certificate; or
- Construction Certificate.

The timing of payment will therefore depend on the nature of the Development Application that is made in the first instance.

## **12 DEFERRED OR PERIODIC PAYMENTS**

Monetary contributions may be deferred or paid by periodic instalments only in circumstances outlined in writing by the developer and determined by Council on the merits of the case.

Deferred or periodic payments will only be accepted where a bank guarantee is lodged with the following conditions:

- The guarantee indicates the works to which it applies;
- The guarantee will be for the contribution amount plus the estimated amount of compound interest foregone by Council for the deferred period;
- The bank guarantee may be called up if monetary payment has not been made by the end of the deferred period; and
- The bank guarantee will be discharged when full monetary payment has been made.

The following formula will apply to bank guarantees.

$$G = C + (I \times Y);$$

Where:

- G is the guarantee amount (rounded to the nearest dollar).
- C is the contribution due (rounded to the nearest dollar).
- I is the compound interest rate estimated by Council over the period; and
- Y is the period of deferral (in years).

## 13 WORKS SCHEDULE

### 13.1 Staging

The works schedule is shown in Figure 6.

The schedule summarises the preliminary estimates of costs to complete the roadworks and is divided into three stages as follows:

- Stage 1 - works completed as at June 1998;
- Stage 2 - proposed works from July 1998 until June 2003; and
- Stage 3 - proposed works from July 2003 until June 2008.

The stages are based on anticipated demand for subdivision and development that will require works to be carried out.

### 13.2 Items of Works

The location of the items of works is shown in Figure 7

#### Primary Collector Road System

The primary collector road system that links Narellan Road to Camden Valley Way has three components, namely Hartley Road, Anzac Avenue and Anderson Road.

Land for this primary collector road system will be acquired under this CP. For the section of Hartley Road at the Narellan Road end, a 30

metre wide road reserve has been acquired and is shown in Stage 1 of the works schedule. For the remainder of Hartley Road and for the Anzac Avenue and Anderson Road components, a 25 metre wide road reserve is required, some of which has already been acquired in Stage 1 of the works schedule.

Construction of the primary collector road system will be as a divided road with seven metre wide carriageways separated by a four metre wide median.

Hartley Road and the section of Anzac Avenue from Hartley Road to the drainage channel have been constructed and are shown in Stage 1 of the works schedule.

The section of Hartley Road between Narellan Road and Currans Hill Drive gives access to both the Smeaton Grange industrial area and the Currans Hill residential area. By agreement between the BLG (as the major developer of the Smeaton Grange industrial area) and Landcom (as the main developer of the Currans Hill residential area), the cost of the construction of this section of road was funded on the basis of 50% each. Therefore only 50% of the construction cost of this section of road is included in the works schedule.

The remainder of the primary collector road, being Anzac Avenue from the drainage channel to Anderson Road, and Anderson Road itself, will be constructed as part of Stage 2 of the works schedule.

#### Secondary Collector Road – Smeaton Grange Rd

Smeaton Grange Road will be reconstructed as a 13 metre wide carriageway.

Smeaton Grange Road between Camden Valley Way and Blackmore Road has been reconstructed by Council, and is shown in Stage 1 of the works schedule.

The section of Smeaton Grange Road between Blackmore Road and Anzac Avenue will be reconstructed as part of Stage 2 of the works schedule, and the section between Anzac Ave and Sedgwick Street is to be reconstructed as part of Stage 3.

To allow the closure of the eastern end of Smeaton Grange Road, it will be necessary to construct a cul-de-sac turning area. This will require the acquisition of part of Lot 1 DP709115. These works are shown in Stage 2 of the works schedule.

### Roundabout – Camden Valley Way/Anderson Rd

The roundabout at the intersection of Camden Valley Way and Anderson Avenue will be constructed to a one lane standard. The design of the roundabout, undertaken for the BLG and approved by the Roads and Traffic Authority (RTA), allows for its upgrade to a two lane standard in the future if required by the RTA.

An allowance for landscaping the roundabout has been included in the estimate of cost.

### Design and Supervision Fee

A design and supervision fee of 7% of the total cost of the works in Stages 2 and 3, provides for the future detailed engineering design and supervision of the works.

### Contingency

A contingency provision of 10% of the total cost of the works in Stages 2 and 3 is considered appropriate for the preliminary estimates on which the works schedule is based.

### Professional Services

In 1989, Sinclair Knight and Partners prepared a traffic report for Smeaton Grange. The roadworks in this CP are a direct result of the advice in this report and therefore the cost to prepare the report are included in Stage 1 of the schedule.

Valuation reports will be required when developers make land contributions. It is difficult to estimate these fees, but an amount has been estimated in Stages 2 and 3 of the schedule.

## **14 RELEVANT STUDIES AND REPORTS**

The following traffic reports and studies support the nexus argument for the Smeaton Grange roadworks:

- Proposed Smeaton Grange Industrial Area – Advice on Road Standards – Traffic Report (Sinclair Knight and Partners, September 1989);
- Camden – Narellan Arterial Roads Study (Stapleton and Hallam, August 1994); and
- Currans Hill Residential Development Assessment Report (Christopher Hallam and Associates Pty Ltd, August 1995).

The 1989 Sinclair Knight report provided traffic forecasts for roads in Smeaton Grange and advised on recommended standards for these roads.

The 1994 Stapleton and Hallam study was an arterial road needs study of the Camden – Narellan area. This included consideration of access into Smeaton Grange from the adjoining arterial roads.

The 1995 Hallam report was primarily a review of the proposed road network for Currans Hill but which also included an assessment of the impact of connecting, or not connecting, Turner Rd to Currans Hill Rd.

Copies of these documents are available from Council's offices.

## **15 DEMONSTRATION OF NEXUS**

### **15.1 Causal Nexus**

Causal nexus is the relationship between development and the need for works and services as a consequence of that development.

Smeaton Grange is a developing industrial area within which a wide range of general and service industrial land uses are permitted. These range from small factory units to major distribution warehouses. The nature of industrial development determines the number of employees in the area, which in turn determine peak traffic generation and distribution. These in turn, determine the nature of the road works required.

Using an average density of 35 employees per hectare with the expected peak hour traffic generation and distribution as a consequence, the relevant studies and reports referred to above, together with DCP No.34, established the appropriate road pattern, standards and major intersection treatments to cater for the range of uses.

Smeaton Grange is served by the regional arterial road system via Narellan Road, which borders the southern boundary, and Camden Valley Way, which borders the western boundary. The existing roundabout at Narellan Rd/Hartley Rd and the proposed roundabout at Camden Valley Way/Anderson Rd will provide primary access to the industrial area from these arterial roads.

The Camden Valley Way/Anderson Rd roundabout will be two lanes wide. With Turner Rd to be closed at its intersection with Camden Valley Way, access to the industrial area via this roundabout will be consolidated.

Within the industrial area, a collector road comprising of Hartley Rd, Anzac Ave and Anderson Rd will provide a through route between the two roundabouts.

Secondary access to the industrial area from the arterial road system will be provided via the Camden Valley Way/Smeaton Grange Rd intersection. This intersection has an existing seagull-type channelisation. Smeaton Grange Rd from Camden Valley Way to Sedgwick St will fulfil a secondary collector road function.

The eastern end of Smeaton Grange Rd at its intersection with Narellan Rd is to be closed. The closure of this intersection will prevent its use by through traffic, thereby maintaining the integrity of the arterial and collector road hierarchy, and improve the functioning of Narellan Rd and road safety in general.

All roadworks in the CP will be designed to be structurally and geometrically adequate to carry heavy vehicles. Other roads and intersections in the industrial area will have local access functions and are not part of this CP.

## **15.2 Physical Nexus**

Physical nexus is the relationship between the area within which development is occurring and the location of works and services.

All roadworks are located within the area of this CP and relate specifically to the Smeaton Grange industrial area. The relevant studies and reports confirmed through data on traffic flows, origins and destinations, that the roadworks are needed in the locations indicated in this CP, to cater for the industrial traffic in Smeaton Grange.

It is reasonable that developers of land in the industrial area contribute to all the roadworks in this CP as all create in some way the need for access to and from the arterial road network, and for the internal collector roads. On the basis of equity, this contribution should be on the proportional site area of each lot, regardless of where the lot is located within the industrial area.

## **15.3 Temporal Nexus**

Temporal nexus is the relationship between the time when development is occurring and the time when works and services are carried out.

The rate and timing of development in Smeaton Grange is market driven. It has been uneven in the past and will remain unpredictable in



the future. However, a reasonable time frame for completion of the works must still be established.

To date, subdivision and development and consequently the completion of works have been strongly influenced by the BLG being the major landowner in the area. This will continue in the future. Accordingly, the BLG has been consulted on the likely timing of proposed works.

In the short term, the Anzac Rd section of the primary collector road will be constructed. In the medium term, the Anderson Rd section will be constructed together with the roundabout at Camden Valley Way.

Also in the short term, the Camden Valley Way/Smeaton Grange Rd intersection will be reconstructed and the eastern end of Smeaton Grange Rd closed to Narellan Rd to prevent its use by through traffic. In the medium term, the balance of Smeaton Grange Rd will be reconstructed.

It is expected that all roadworks will be completed within 10 years.

## **16 ACCOUNTING AND FINANCIAL INFORMATION**

### **16.1 Accounting Records**

Council maintains separate accounting records for this CP which indicate:

- Items of works as listed in the works schedules;
- Contributions received under the Plan; and
- Amounts spent in accordance with the Plan.

### **16.2 Annual Statement**

At the end of each financial year, Council prepares an Annual Statement for this CP. The Annual Statement may form part of Council's Annual Report and indicates:

- Opening and closing balances for the year;
- Total contributions received under the Plan;
- Total expenditure in accordance with the Plan; and
- Outstanding obligations under the Plan.

Copies of the Statement and/or Report are available from Council's offices.

### **16.3 Contributions Register**

Council maintains a Contributions Register, which indicates:

- Development Consents which require a S.94 contribution;
- The purpose and the amount of the contribution required;
- The CP under which the contribution is required; and
- The amount and date that the contribution was paid.

Inspection of the Contributions Register is available on request.

## **17 REVIEW OF THE PLAN**

This CP will be reviewed at the end of Stage 2 of the works schedule or at an earlier time if considered necessary. Among other things, the review will consider:

- The rate of subdivision and development;
- The potential for further subdivision and development;
- The cost and standard of works already carried out; and
- The estimated cost, standard and timing of works yet to be carried out.



FIGURE 2: CONTRIBUTING AREAS

PART 2A : CONTRIBUTING AREAS ALREADY LEVIED AS AT JULY 1998					
CONSENT	DP	LOTS	LOCATION	AREA (ha)	
<b>BUSINESS LAND GROUP</b>					
2624	793860	1-9	Orielton Rd	2.1739	
		10-17	Orielton Rd	1.737	
		18-25	Blackmore Rd	1.8127	
		26-29	Hartley Rd	1.2243	
		30-37	Blackmore Rd	1.7059	
		Pt. Hartley Rd		0.3532	
		Pt. Blackmore Rd		0.74245	9.749
2809A	803442	34	Anzac Ave		4.045
2798	805189	102	Hartley Rd	30	
		106	Smeaton Grange Rd	3.022	33.022
2903	807539	1041	Hartley Rd		0.447
2837	807861	381	Hartley Rd	0.6406	
		382	Hartley Rd	0.2238	
		383	Hartley Rd	0.4238	
		384	Hartley Rd	0.4816	
		385	Hartley Rd	0.5119	
		Pt. Hartley Rd		0.2699	2.552
2904	808363	1100 (less area in 2624)	Orielton Rd		7.875
2839	809087	111 (Lot 26 DP793860)	Hartley Rd	0	
		112	Topham Rd	0.2	
		113	Topham Rd	0.2	
		114	Topham Rd	0.2	
		115	Topham Rd	0.2811	
		116 (less area in 2624)	Orielton Rd	7.6936	
		Pt. Topham Rd		0.2954	
		Pt. Orielton Rd		0.2774	9.148
2861	828380	3501	Hartley Rd	0.6197	
		3502	Hartley Rd	0.6387	
		3503	Hartley Rd	0.8734	
		3504	Hartley Rd	1.69	
		3505	Anzac Ave	0.7386	
		3506	Hartley Rd	1.016	
		3507	Hartley Rd	0.6491	
		3508	Hartley Rd	0.742	
		3509	Hartley Rd	6.155	
		Pt. Hartley Rd		0.3946	
		Pt. Anzac Ave		0.266	13.783
147/96	830128	3513	Topham Rd	0.862	
		3515	Topham Rd	3.486	
		3516	Topham Rd	3.1358	7.484
259/96	830912	1002	Hartley Rd		3.169
<b>NON BUSINESS LAND GROUP</b>					
33/95 & 274/98	32015	1	Smeaton Grange Rd		2.023
262/97	805189	103	Hartley Rd		3.641
227/92	851430	100	Smeaton Grange Rd		0.423
<b>SUB-TOTAL</b>					<b>97.360</b>

PART 2B : CONTRIBUTING AREAS TO BE LEVIED				
CONSENT	DP	LOTS	LOCATION	AREA (ha)
<b>BUSINESS LAND GROUP</b>				
3338	830912	1000	Sedgwick St	2.414
		1003	Hartley Rd	5.502
	657664	6	Camden Valley Way	1.702
	805851	77	Camden Valley Way	1.512
	603933	81	Camden Valley Way	1.0891
	28024	Pt. 10	Camden Valley Way	1.915
		39	Turner Rd	2.388
		46	Turner Rd	2.352
		47	Turner Rd	2.347
		48	Turner Rd	2.342
		49	Turner Rd	2.337
		50	Turner Rd	2.041
		51	Turner Rd	2.036
		52	Turner Rd	2.034
		53	Turner Rd	2.028
		54	Turner Rd	2.026
		55	Turner Rd	2.034
		56	Turner Rd	2.064
		57	Turner Rd	2.047
		58	Turner Rd	2.038
		59	Turner Rd	2.028
		60	Turner Rd	2.036
	603134	2	Anderson Rd	2.303
	746842	201	Anderson Rd	1.144
	746843	203	Anderson Rd	1.139
	874499	3	Camden Valley Way	30.957
			less area for link road between Turner Rd and Angus Rd	-0.200
<b>NON BUSINESS LAND GROUP</b>				
	201939	7	Camden Valley Way	2.286
	20824	11	Camden Valley Way	1.923
	805851	78	Camden Valley Way	1.695
	28024	40	Turner Rd	2.382
	28024	41	Turner Rd	2.378
	28024	9	Camden Valley Way	1.937
	603134	1	Turner Rd	2.438
	746842	200	Turner Rd	1.219
	746843	202	Turner Rd	1.219
	805189	107	Anzac Ave	2.027
	32015	2	Smeaton Grange Rd	2.023
	204787	Pt. 19	Smeaton Grange Rd	1.908
	709115	1	Smeaton Grange Rd	1.956
	851430	101	McPherson Rd	1.682
<b>SUB-TOTAL</b>				<b>110.728</b>
<b>TOTAL CONTRIBUTING AREA</b>				<b>208.09</b>

FIGURE 3: NON CONTRIBUTING AREAS



 NON CONTRIBUTING AREA

FIGURE 4: ZONES UNDER LEP NO. 47



LEGEND	
2	RESIDENTIAL (d) Residential 'D' (Release Areas)
4	INDUSTRIAL (a) General Industrial (b) Service Industrial
5	SPECIAL USES (a) Land Uses as noted (b) Arterial Road

**FIGURE 5: CONTRIBUTION RATE – SEPTEMBER 1998**

ITEMS OF WORKS	RATE PER HA.
<b>PRIMARY COLLECTOR ROAD SYSTEM</b>	
Land Acquisition	\$ 11,569
Construction - Hartley Rd	
- between Narellan Rd & Currans Hill Drive - [BLG 2A(a)] (50% cost)	\$ 1,421
- between Currans Hill Drive & drainage channel - [BLG 2A(b)]	\$ 2,294
- between drainage channel & Anzac Ave - [BLG 3A]	\$ 5,128
Construction - Anzac Ave	
- between Hartley Drive & drainage channel - [BLG 3C]	\$ 821
- between drainage channel & Anderson Rd - [BLG 4A]	\$ 3,340
Construction - Anderson Rd	
- between Anzac Ave & Camden Valley Way - [BLG 4B]	\$ 6,968
<b>SECONDARY COLLECTOR ROAD - SMEATON GRANGE RD</b>	
Land Acquisition - cul de sac	\$ 130
Construction - cul de sac	\$ 457
Reconstruction	
- chainage 00 to 600 (13m pavement width) - to Blackmore Rd	\$ 1,993
- chainage 600 to 950 (13m pavement width) - to Anzac Avenue	\$ 1,946
- chainage 950 to 1400 (13m pavement width) - to Sedgwick St	\$ 3,004
<b>ROUNDBOUT - CAMDEN VALLEY WAY &amp; ANDERSON RD</b>	
- 1 lane construction (including landscaping)	\$ 1,970
<b>SUB TOTAL</b>	<b>\$ 41,039</b>
DESIGN AND SUPERVISION FEE	\$ 1,922
CONTINGENCY	\$ 2,236
PROFESSIONAL SERVICES	
Traffic Report - Sinclair Knight & Partners	\$ 25
Land Valuation Reports	\$ 13
<b>TOTAL</b>	<b>\$ 45,235</b>



FIGURE 7: LOCATION OF WORKS

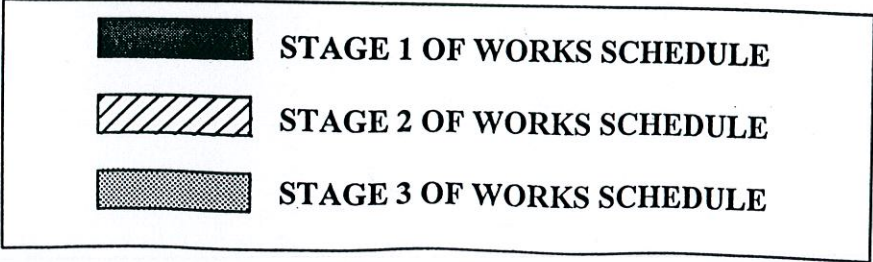


FIGURE 6: WORKS SCHEDULE

ITEMS OF WORKS	STAGE 1	STAGE 2	STAGE 3	TOTAL
	Completed June 1998	July 1998 - June 2003	July 2003 - June 2008	
<b>PRIMARY COLLECTOR ROAD SYSTEM</b>				
Land Acquisition				
- 8.02447 ha @\$300,000/ha	\$ 1,462,491	\$ 944,850		\$ 2,407,341
Construction - Hartley Rd				
- between Narellan Rd & Currans Hill Drive - [BLG 2A(a)] (50% cost)	\$ 295,612			\$ 295,612
- between Currans Hill Drive & drainage channel - [BLG 2A(b&c)]	\$ 477,422			\$ 477,422
- between drainage channel & Anzac Ave - [BLG 3A]	\$ 1,066,990			\$ 1,066,990
Construction - Anzac Ave				
- between Hartley Road & drainage channel - [BLG 3C]	\$ 170,770			\$ 170,770
- between drainage channel & Anderson Rd - [BLG 4A]		\$ 695,000		\$ 695,000
Construction - Anderson Rd				
- between Anzac Ave & Camden Valley Way - [BLG 4B]		\$ 1,450,000		\$ 1,450,000
<b>SECONDARY COLLECTOR ROAD - SMEATON GRANGE RD</b>				
Land Acquisition - cul de sac				
- 0.04834 ha @\$60,000/ha		\$ 27,000		\$ 27,000
Construction - cul de sac		\$ 95,000		\$ 95,000
Reconstruction				
- chainage 00 to 600 (13m pavement width) - to Blackmore Rd	\$ 414,700			\$ 414,700
- chainage 600 to 950 (13m pavement width) - to Anzac Ave		\$ 405,000		\$ 405,000
- chainage 950 to 1400 (13m pavement width) - to Sedgwick St			\$ 625,000	\$ 625,000
<b>ROUNDABOUT - CAMDEN VALLEY WAY &amp; ANDERSON RD</b>				
- 1 lane construction (including landscaping)		\$ 410,000		\$ 410,000
<b>SUB TOTAL</b>	<b>\$ 3,887,985</b>	<b>\$ 4,026,850</b>	<b>\$ 625,000</b>	<b>\$ 8,539,835</b>
<b>DESIGN AND SUPERMISION FEE</b>	<b>\$ 74,263</b>	<b>\$ 281,880</b>	<b>\$ 43,750</b>	<b>\$ 399,893</b>
<b>CONTINGENCY</b>	<b>\$ -</b>	<b>\$ 402,685</b>	<b>\$ 62,500</b>	<b>\$ 465,185</b>
<b>PROFESSIONAL SERVICES</b>				
Traffic Report - Sinclair Knight & Partners	\$ 5,238			\$ 5,238
Land Valuation Reports	\$ 670	\$ 1,000	\$ 1,000	\$ 2,670
<b>TOTAL</b>	<b>\$ 3,968,156</b>	<b>\$ 4,712,415</b>	<b>\$ 732,250</b>	<b>\$ 9,412,821</b>